

NWRAC-MU

North West Regional Activity Center

Illustrations of Design Standards

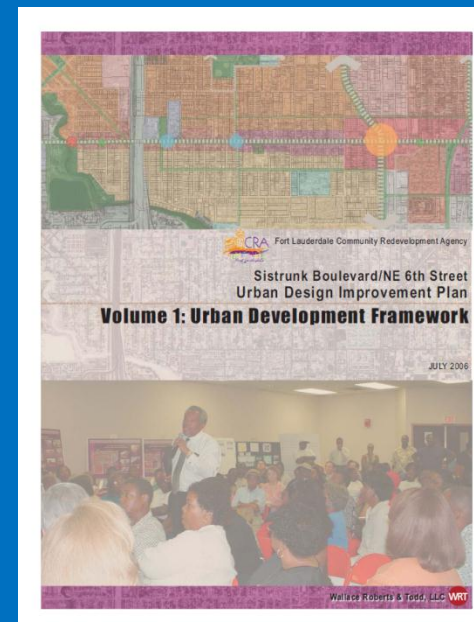
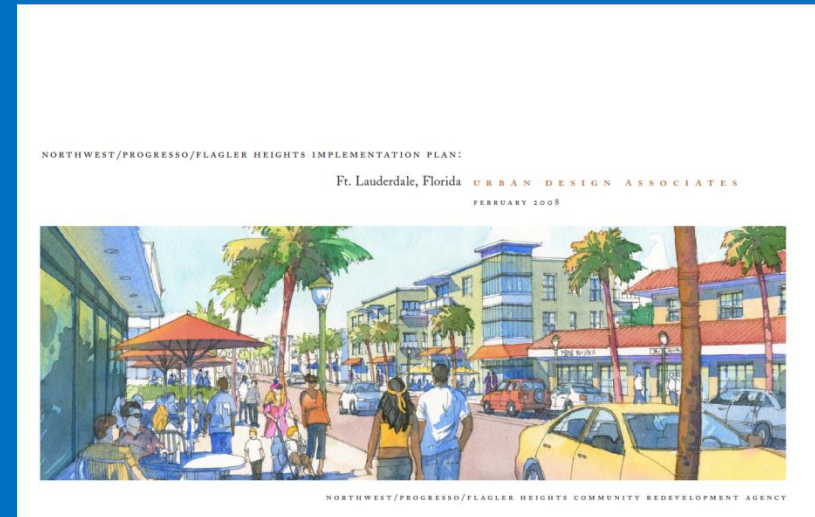
CITY OF FORT LAUDERDALE
Department of Sustainable Development

North West Regional Activity Center

- Land Use Designation established to permit and encourage redevelopment through flexibility while preserving the single-family residential neighborhoods in the area by allowing a mix of professional office and residential uses
- Close proximity to future transit improvements (Wave and FEC)
- Major attraction due to its proximity to Downtown, nearby residential neighborhoods and access to west Broward County

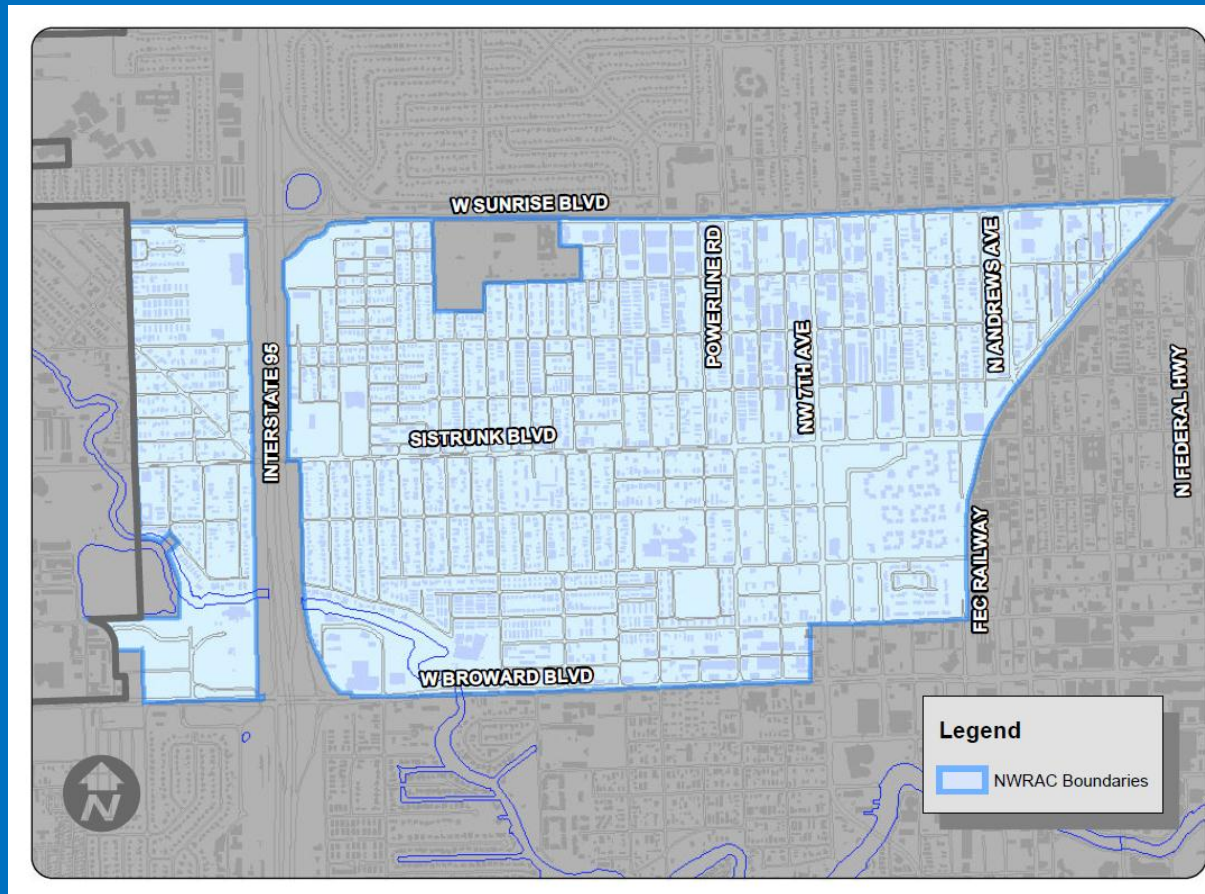
Implementation/Improvement Plans (2006 & 2008)

- Northwest Progresso/Flagler Heights Implementation Plan
- Sistrunk Boulevard/NE 6th Street Urban Design Improvement Plan
- Coordination with Mid-Town Business Association
- Design charrette with residents and community leaders
- Outlined community-based vision for study area
- Identified key redevelopment principles and recommendations



Implementation/Improvement Plans (2006 & 2008)

Study Area



“It is the ultimate intent for the goals created to establish a long term sustainable development approach that will have immediate, short-term impacts on the target area and on the lives of the residents who live there.”

Implementation/Improvement Plans (2006 & 2008)

Key Elements




- Bring back the heritage of the area
- Pedestrian friendly environment
- Increase sense of community
- Reduce crime
- Increase potential for development/redevelopment
- Create suitable transition between uses
- Celebrate history and culture of the area



Public meeting



Focus group

SUMMARY OF ISSUES		
STRENGTHS/GOOD THINGS	WEAKNESSES/BAD THINGS	VISIONS FOR THE FUTURE
Historic heritage of Sistrunk Boulevard, Progresso Village, and the African American culture	Crime, drugs and prostitution	Sistrunk Boulevard as a source of pride and a pedestrian-friendly environment
New homes and new families in neighborhoods such as Dorsey Riverbend and Sweeting Estates	High concentration of low income housing	Multi-cultural community with mixed-income residents
Parks such as Carter Park, Lincoln Park and Holiday Park	Loitering in front of businesses and parks	More retail serving the community
Convenience and location in proximity to downtown and I-95	Too many liquor and convenience stores	Upgrade affordable housing stock
Sense of community and pride	Slow implementation over the years by the CRA and City	Preserve and celebrate the historic heritage and return the neighborhood to its vibrancy
Churches	Lack of buffering between industrial uses and housing	Increased sense of community and local leadership
Potential for development and the desire to develop	Concentration of social services	More parks and green space
African American Research Library and Cultural Center	Overflow traffic on Sistrunk Boulevard	Develop vacant lots
People	Poor image of Northwest neighborhood and Sistrunk Boulevard	Restaurants and coffee shops with outdoor seating
Schools	Parking issues along Sistrunk Boulevard and in Flagler Village	Improved streetscapes with trees
	Lack of neighborhood serving retail	More home ownership and fewer renters
	Inadequate street lighting	Create gateways with signage to the neighborhood
		

Steps Toward Implementation

- NW community and City work together to develop proposed zoning regulations and design standards for study area based on implementation plans
- NWRAC-MU zoning regulations presented to public for review and input
- NWRAC-MU ordinance review and recommendation by Planning & Zoning Board (April 17, 2013)
- NWRAC-MU ordinance adoption by City Commission (May 7 & 21, 2013)
- Coordination with other agencies for public improvements such as transit and streetscape

NWRAC-MU Zoning District: INTENT

- NWRAC-MU is the City's second form-based zoning district / design standards hybrid
- The zoning regulations address prescriptive, quantitative requirements
- The design standards are more qualitative and reflective of a design-oriented approach to allow flexibility
- Together, these serve as a road map by which streets and buildings are designed and built
- Creative designs that vary from the design standards, while clearly meeting their intent, will also be considered
 - Design standards are general in nature
 - Every site-specific condition cannot be anticipated
 - While the standards remain valid, they need to be interpreted in light of particular circumstances and conditions



NWRAC-MU Zoning District: INTENT

NWRAC-MU zoning district and design standards intend to follow the Implementation and Improvement Plan's Vision Strategy

NWRAC-MU regulations are based upon the fundamental Master Plan principles, which could apply to future NWRAC zoning districts:

- ❑ Buildings should be of high quality with minimal setbacks, oriented to provide light and air at the street level
- ❑ Ground floor uses should be active and interesting to pedestrians with occupied spaces
- ❑ Street landscaping should reflect a tropical urban setting, with regularly spaced trees contained in clearly defined zones
- ❑ Plantings should be concentrated in areas where it can be of use, such as courtyards and pocket parks
- ❑ On-site parking should be placed in unobtrusive locations, generally behind buildings and at the interior of the block
- ❑ Parking garages, where abutting a public way, should have occupied space at the ground level

Current Zoning

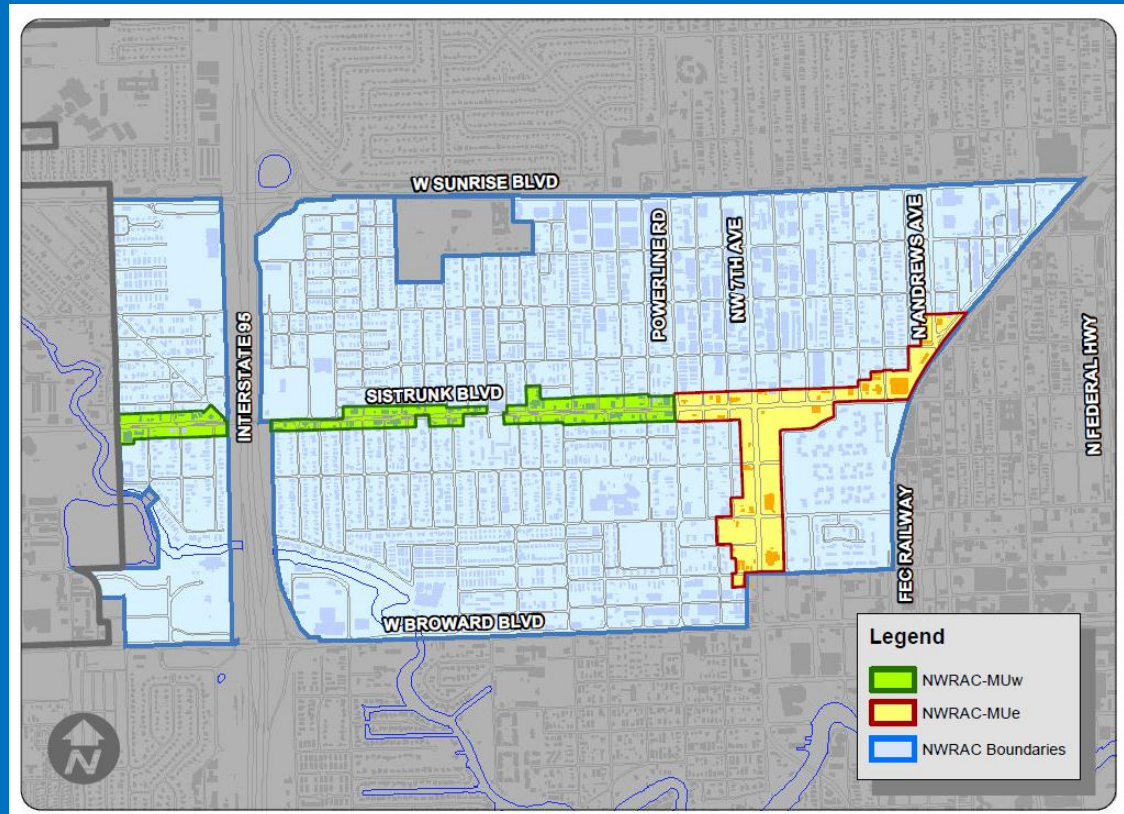
- **CB, B-2, B-3, I, & RM-15**
 - segregates separate uses into districts
 - only CB allows mixed use
- **Results in a range of setback regulations**
 - 25 ft front setback in RM-15
 - 5 ft in CB, B-2, B-3, & I
- **Results in a range of height regulations**
 - up to 35' in RM-15
 - up to 150' in CB, B-2, B-3, & I
- **Standard parking regulations**
 - results in large amounts of on-site parking
- **Certain types of development are subject to Neighborhood Compatibility Review**
 - Projects >10,000 sf in CB, B-2, B-3 & I
 - Mixed-Use
 - non-residential w/in 100' of residential use
 - projects reviewed in context of existing development pattern
- **Variety of approval processes**
 - Site Plan Level I, II, III, IV

Proposed Zoning

- **A mix of uses permitted throughout proposed zoning district**
 - Residential and CB uses permitted within the entire study area
 - Mixed-Use is no longer "Conditional"
 - Remove Liquor/Convenience Store Use
- **Consistent setback regulations**
 - Build-to lines and reduced front setbacks
- **Consistent height regulations**
 - Up to 5-stories/65-feet (8-stories/100-feet w/CC approval) east of 9th Avenue
 - Up to 3-stories/45-feet (5-stories/65-feet w/CC approval) west of 9th Avenue
- **Reduced parking regulations**
 - No requirement for 1st 2,500 sf commercial
 - 40% reduction on remaining
- **No Neighborhood Compatibility Review**
 - the plan *is* neighborhood compatibility
- **Site Plan Level II**
 - No PZB unless Conditional Use requested

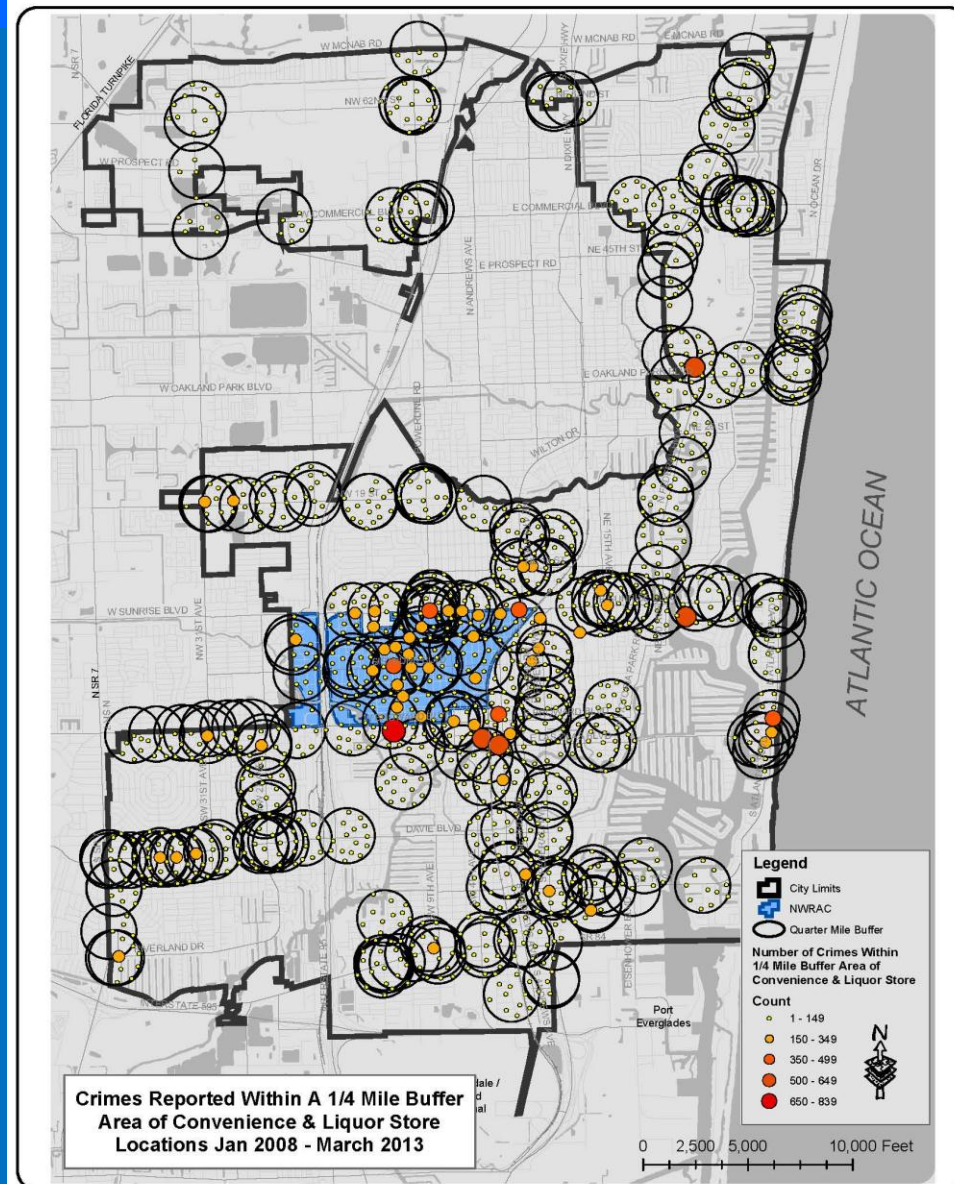
NWRAC-MU Permitted Uses

- Study area is split between two zoning districts
NWRAC-MUe
NWRAC-MUw
- CB and residential permitted within entire study area as a mix of uses



NWRAC-MU Permitted Uses

- Liquor & Convenience Store no longer permitted



NWRAC-MU Development Approval Process

- **Streamlined Process**
- **Certainty with Flexibility**
- **Conformance with Design Standards = Neighborhood Compatibility**
 - **Permitted Uses Up to 65' in height in NWRAC-MUe**
Site Plan Level II (DRC)
 - **Permitted Uses Up to 45' in height in NWRAC-MUw**
Site Plan Level II (DRC)
 - **Conditional Uses**
Site Plan Level III (PZB)
 - **Maximum Height Permitted subject to City Commission Approval**

NWRAC-MU Design Standards: FORMAT

Document Chapters

Preface

Definitions

Section 1: NWRAC-MU

Street Design Standards

Street Design Examples

Building Design Standards

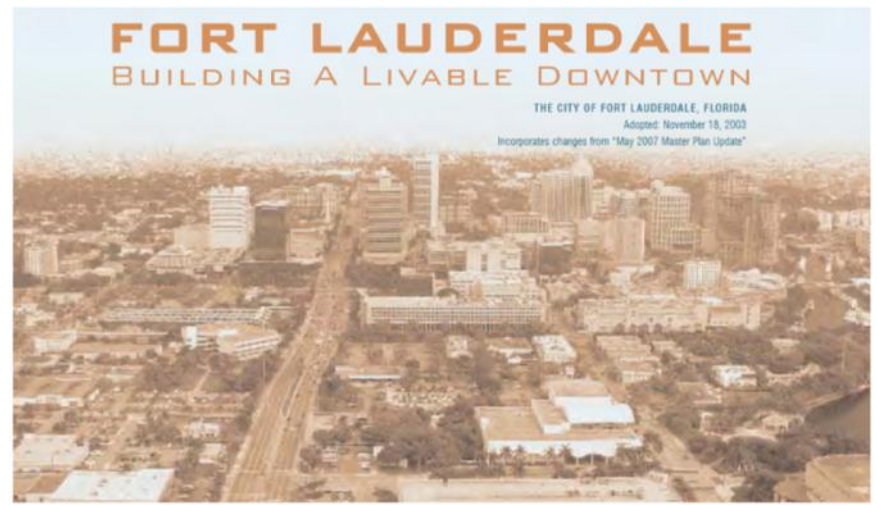
Section 2: Reserved

CENTRAL BEACH MASTER PLAN



FORT LAUDERDALE
BUILDING A LIVABLE DOWNTOWN

THE CITY OF FORT LAUDERDALE, FLORIDA
Adopted: November 18, 2003
Incorporates changes from "May 2007 Master Plan Update"



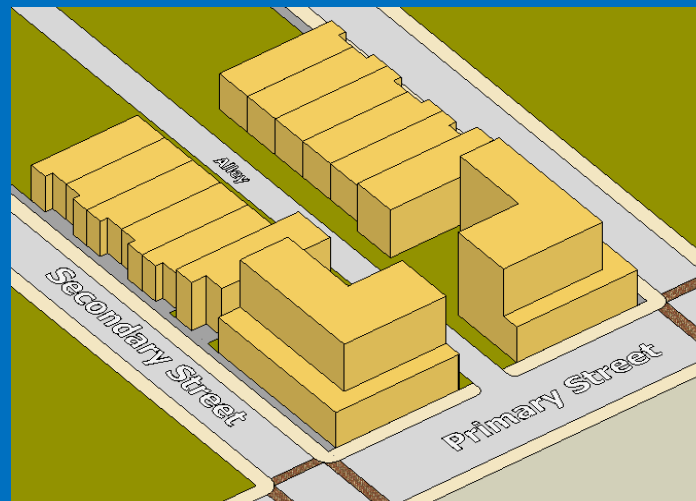
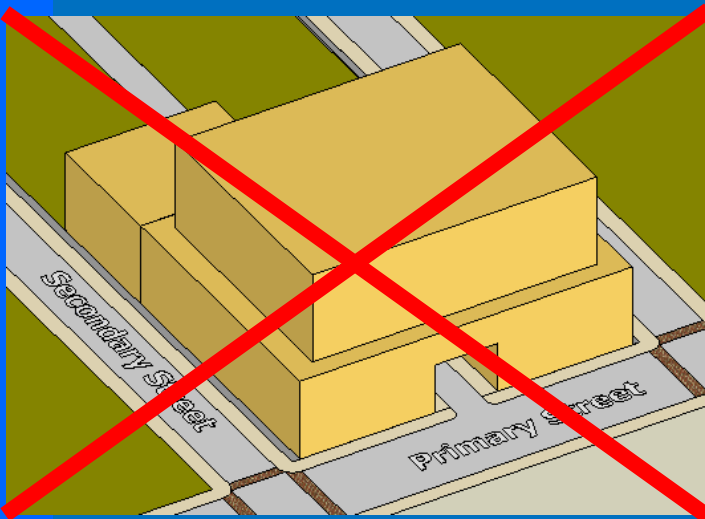
NWRAC-MU Street Design Standards

A fine-grained street grid is maintained, and right-of-ways are vacated only for strategic public planning purposes.

Avoid street closings, except when absolutely necessary to improve prohibitively difficult-to-build parcels. Maintaining the finest-grained street grid is beneficial for a variety of reasons, including the maximizing of buildable street frontages and public access, and the increased distribution of traffic flows.

Implementation Plan Reference

Overall the goal should be to protect the existing efficient street grid by avoiding street closures and cul de sacs, maintaining alleys, prohibiting super blocks, and generally avoiding widening of streets.
(NPFHIP 16)



NWRAC-MU Street Design Standards

On-street parking is maximized on all streets.

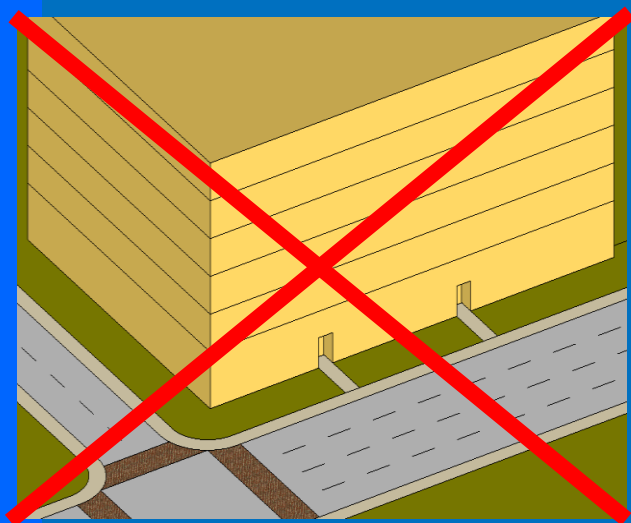
Abundant parallel parking throughout the NWRAC-MU zoning districts is important for several reasons:

- helps satisfy the ever-growing need for more parking spaces;
- contributes to pedestrian-friendly design by providing a buffer between pedestrians and fast-moving traffic;
- contributes to an active street-life by depositing passengers at various points along the streets;
- provides a significant revenue source for the city that could contribute to the costs of an improved public realm.

Implementation Plan Reference

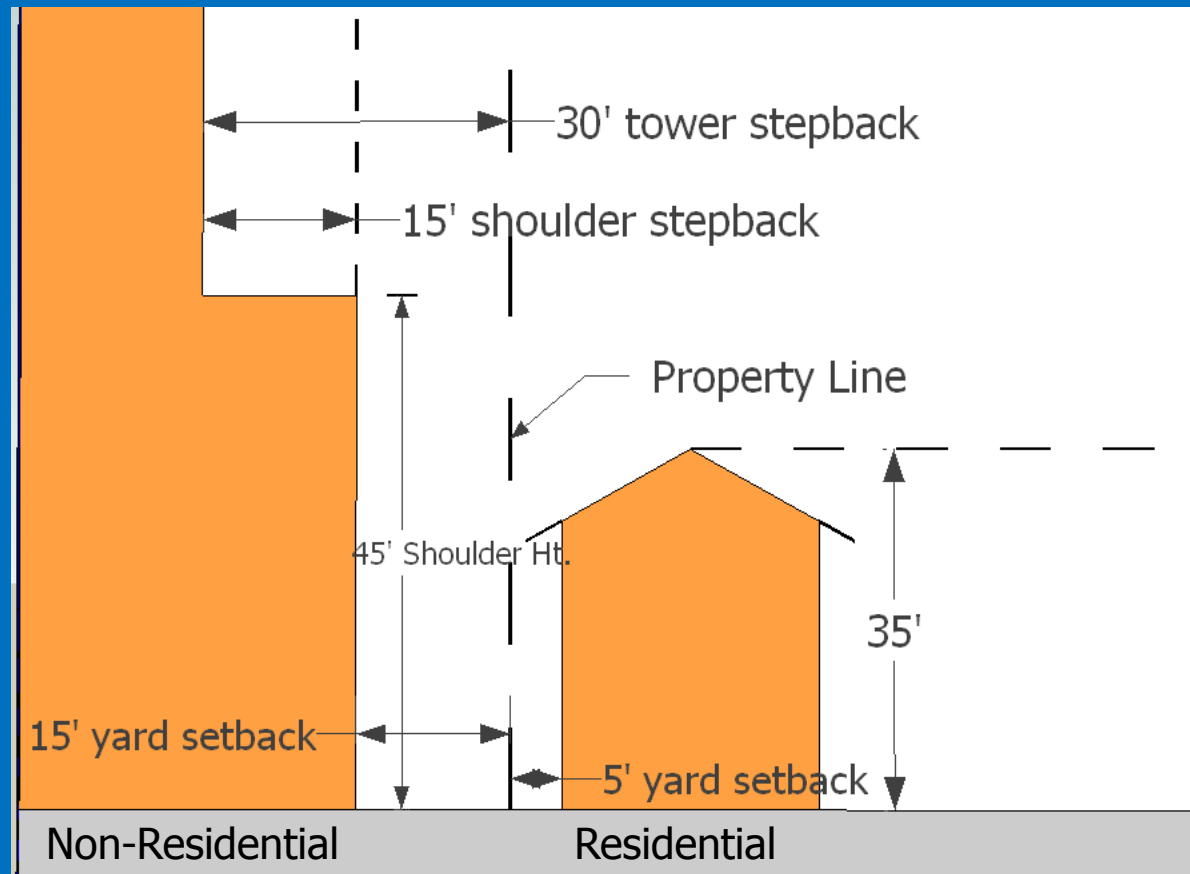
New developments should be encouraged to provide curbside on-street parking in as many locations as possible...

Curbside parking and enhanced landscaping complete the feeling of a pleasant, urban neighborhood.



NWRAC-MU Transition Zone

Transition zone ensures compatibility with abutting residential development and zoning through prescribed yards, stepbacks, and shoulder height.



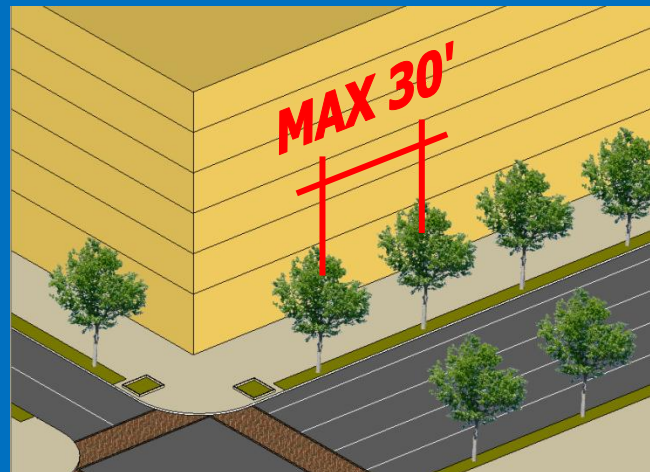
NWRAC-MU Street Design Standards

Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections.

Street trees that are located between the sidewalk and automobile traffic provide a physical and psychological buffer that encourages a feeling of pedestrian safety. Framing the sidewalk (with buildings on one side, trees on the other) can provide consistent shade for pedestrians. Trees also reduce the visual width of the street and frame the roadway.

Implementation Plan Reference

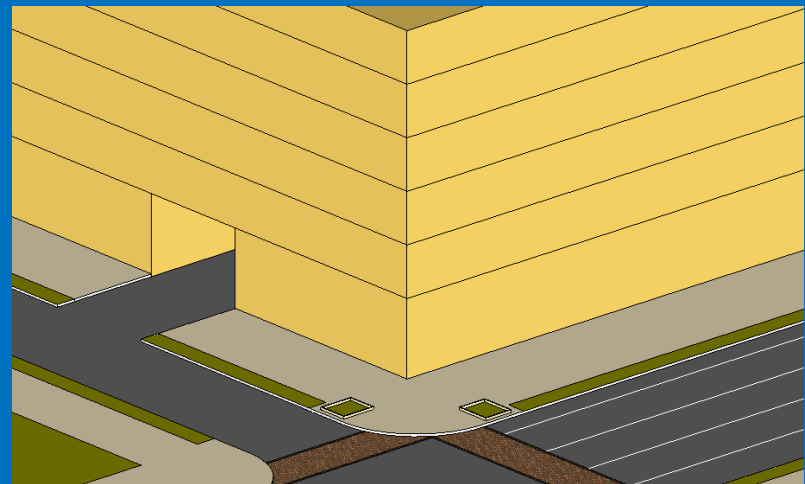
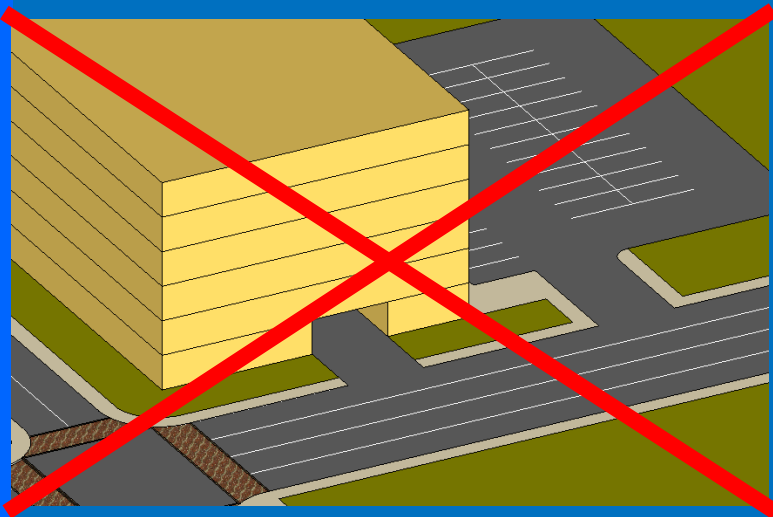
Street trees will be planted along the entire length of the corridor, providing welcome shade and relief from the sun, and creating visual cohesiveness, connectivity, and sense of place. (SB/NE6 46)



NWRAC-MU Street Design Standards

Numerous and wide curb cuts are avoided to the greatest extent possible.

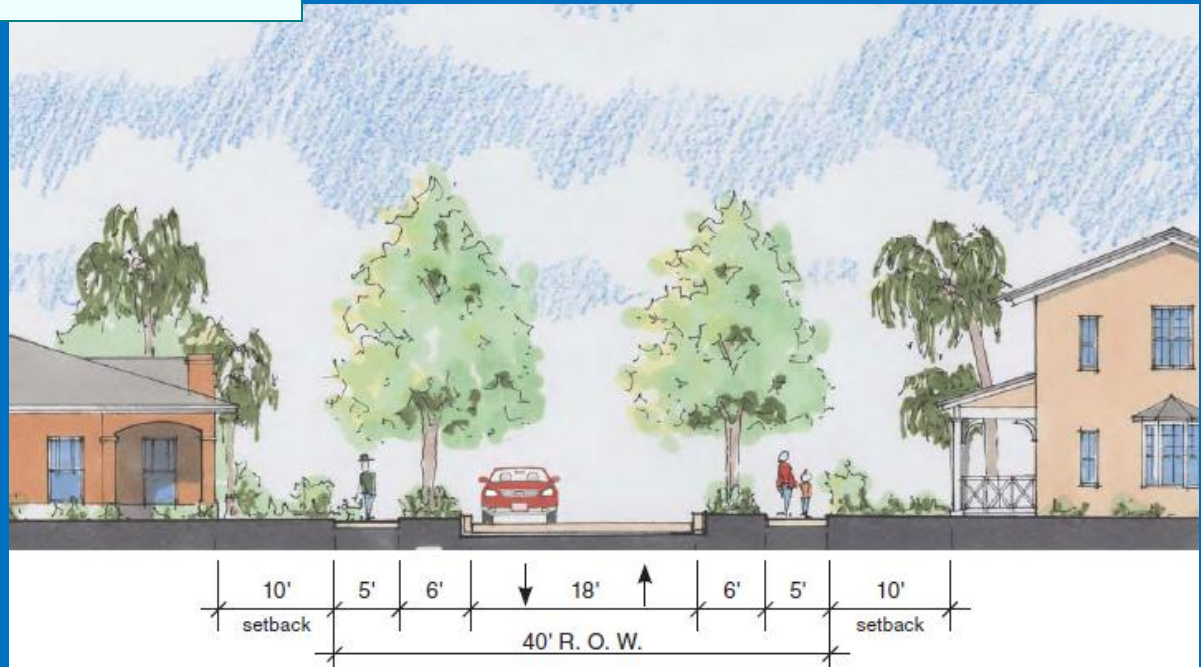
While curb cuts may be unavoidable, they are generally discouraged on primary streets. Where possible, curb cuts leading to drop-offs, parking garages and drive-through services should be located off of service alleys or secondary streets, reduced in width, and consolidated.



NWRAC-MU Street Design Examples

Implementation Plan Reference

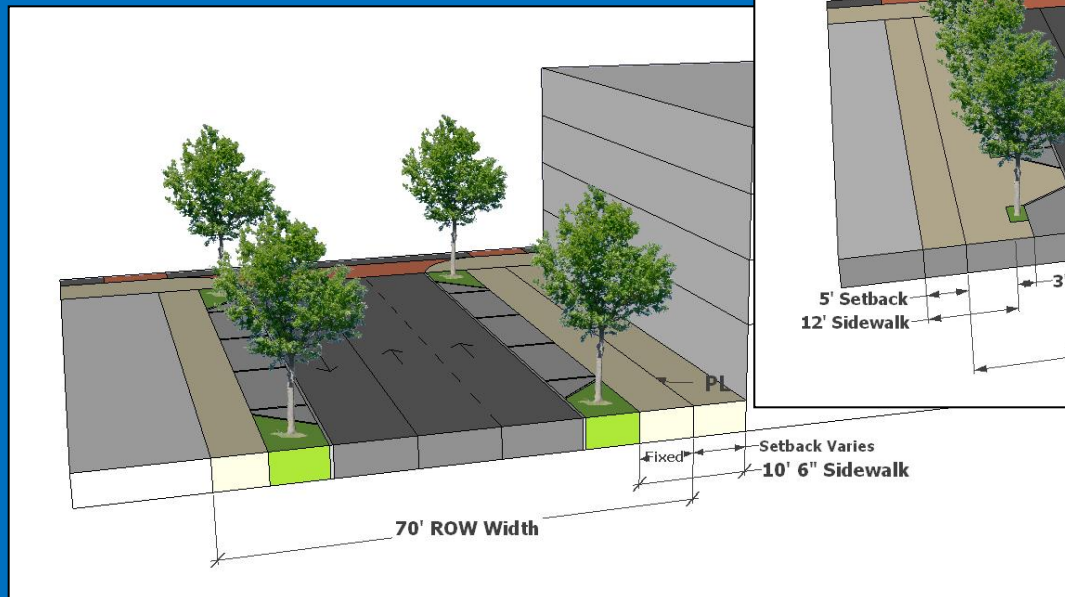
Physical enhancements to some of the streets throughout the area will have a long-term effect on development in the area. The “Green Street” program will be accomplished by using a consistent design theme for high-quality landscaping improvements when streets that are highlighted as connecting corridors are improved or planned for future improvements.
(NPFIP 39)



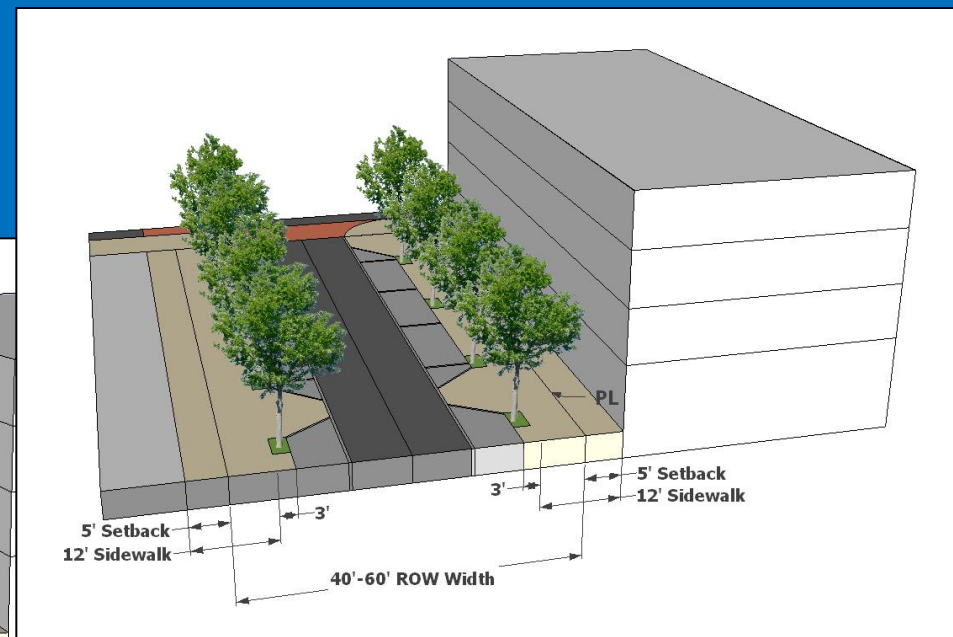
NWRAC-MU Street Design Examples

The street design examples illustrate design standards to achieve the goals of the Master Plan and do not represent fully engineered solutions.

Other alternatives are acceptable, as long as they satisfy the fundamental design standards as indicated in this document.



Primary Street – Sistrunk Blvd.



Secondary Street

NWRAC-MU Building Design Standards

Street Classification

Primary Streets

Sistrunk Boulevard

NW 7th Avenue

Primary streets are characterized by active commercial and retail frontage at the ground floor, taller and more intensive buildings fronting the street, and a consistent streetwall

Secondary Streets

All other streets

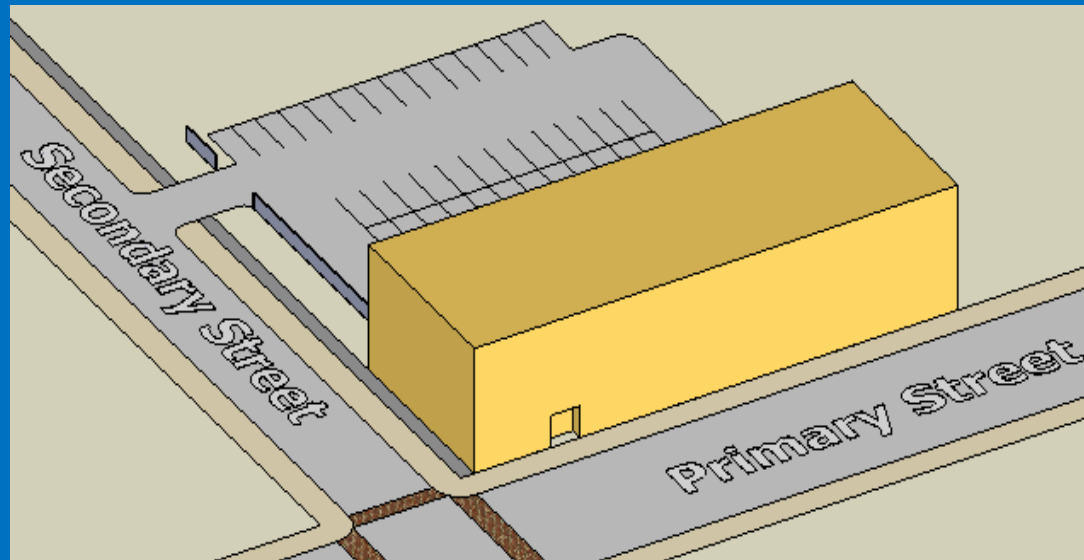
Secondary streets tend to be more residential in nature, and have smaller scale non-residential uses transitioning between the Primary Streets and the existing residential and commercial neighborhoods



NWRAC-MU Building Design Standards

Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.

In general, surface parking along street frontages should be avoided. Parking lots create 'dead' spaces along pedestrian-oriented streets, where street life and street-space definition are lost. However, when unavoidable, surface lots should be located to the rear of the principal building with access and frontage of parking lots limited to Secondary Streets or alleys as feasible.



Implementation Plan Reference

As along Sistrunk Boulevard, parking lots and structures will be behind the buildings and not visible from Seventh (NPFHIP 31)

Locate parking and service areas (and access) to the side or the rear of the property (SB/NE6 45)

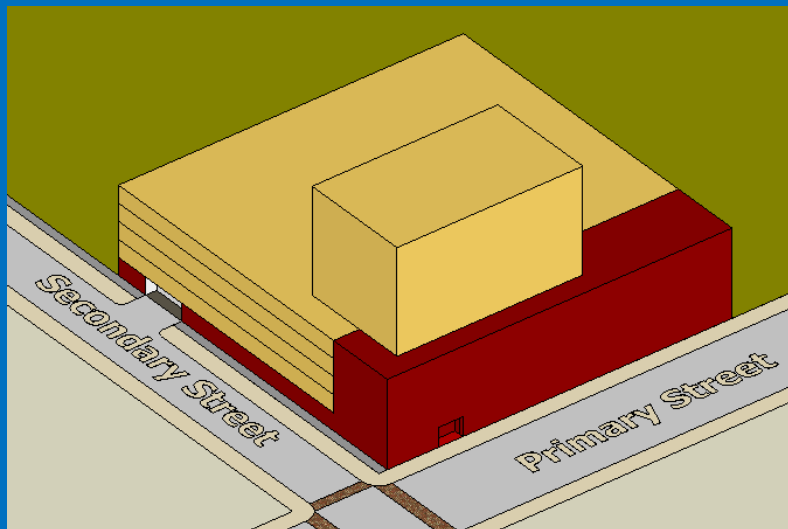
NWRAC-MU Building Design Standards

Structured parking design is well integrated into the overall building design.

Access from Secondary Streets and alleys is encouraged.

Minimize visual exposure of parking.

Where structured parking must be exposed to the street, exceptionally creative solutions should be explored.



NWRAC-MU Building Design Standards

To create an interesting, active, street environment, main pedestrian entrances are oriented toward the street.

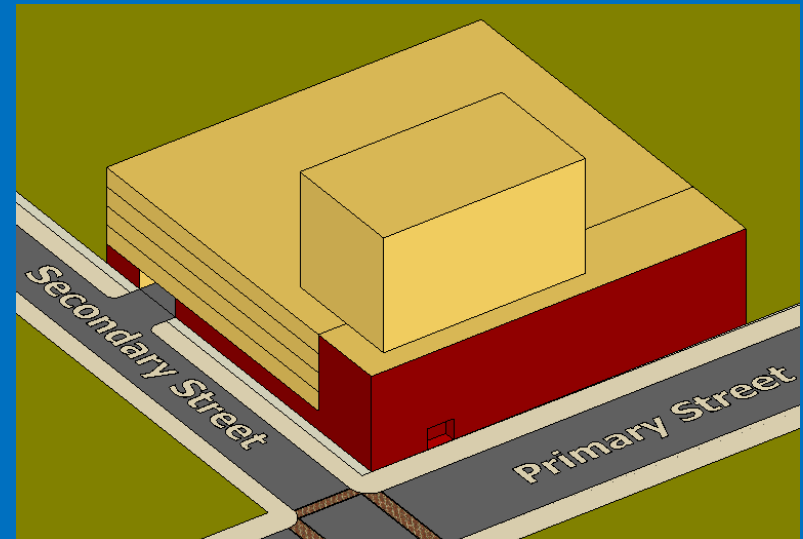
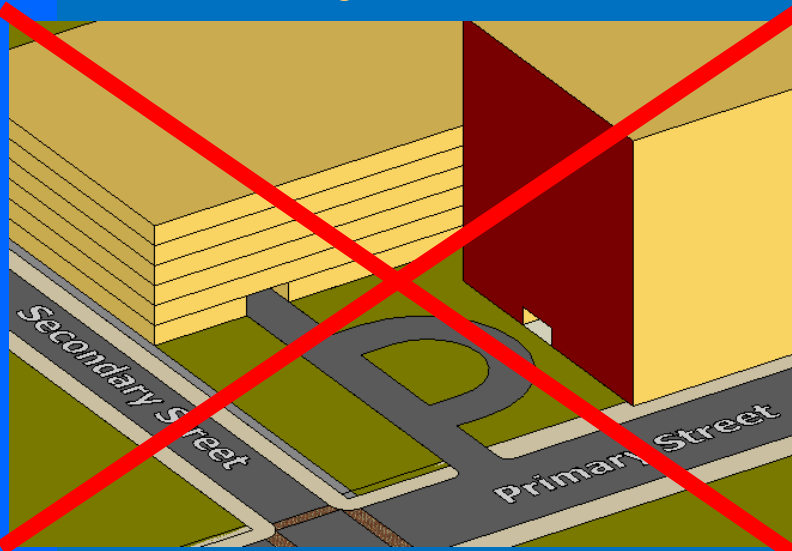
Main pedestrian entrance into the building should be located toward the Primary Street.

Entrances along the street encourage pedestrian activity, accommodating building-users arriving by foot, from on-street parking, and from transit.

In general, the more pedestrian entrances along a street, the more active and interesting the street becomes.

Implementation Plan Reference

“buildings should locate close to the front property line (through a build-to line or maximum front setback, still allowing for a wide sidewalk) and parking should be located to the rear or side of the buildings.” (SB/NE6 48)

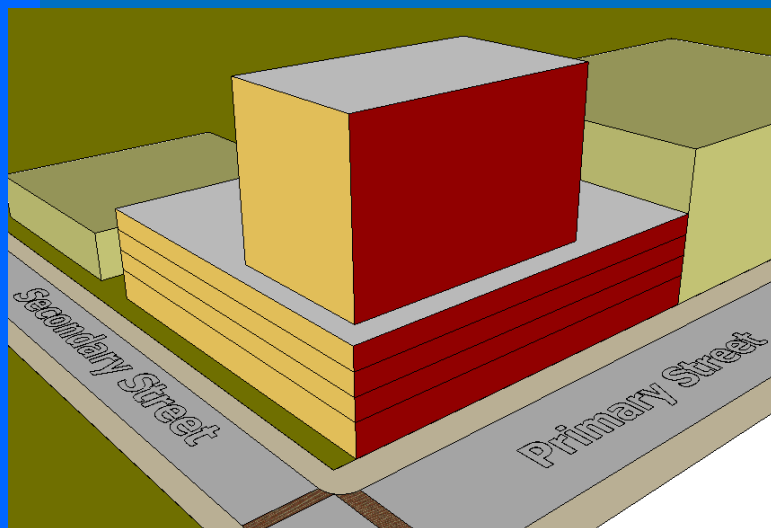


NWRAC-MU Building Design Standards

Framing the street: buildings meet the front and corner build-to-lines to maintain a consistent streetwall.

Primary Street: The building frontage abutting a Primary Street should be constructed at the built to line.

Secondary Street: The building frontage abutting a Secondary Street should be built to a 5-foot setback from the property line.



Implementation Plan Reference

Front setback requirements represent a desired build-to line.

Some variation is encouraged, but using a relatively consistent front setback from structure to structure helps to define the street edge, reinforce a pedestrian scale, and create a sense of place.
(SB/NE6 2-12)



NWRAC-MU Building Design Standards

Framing the street: building streetwalls meet minimum and maximum shoulder heights when building has a tower.

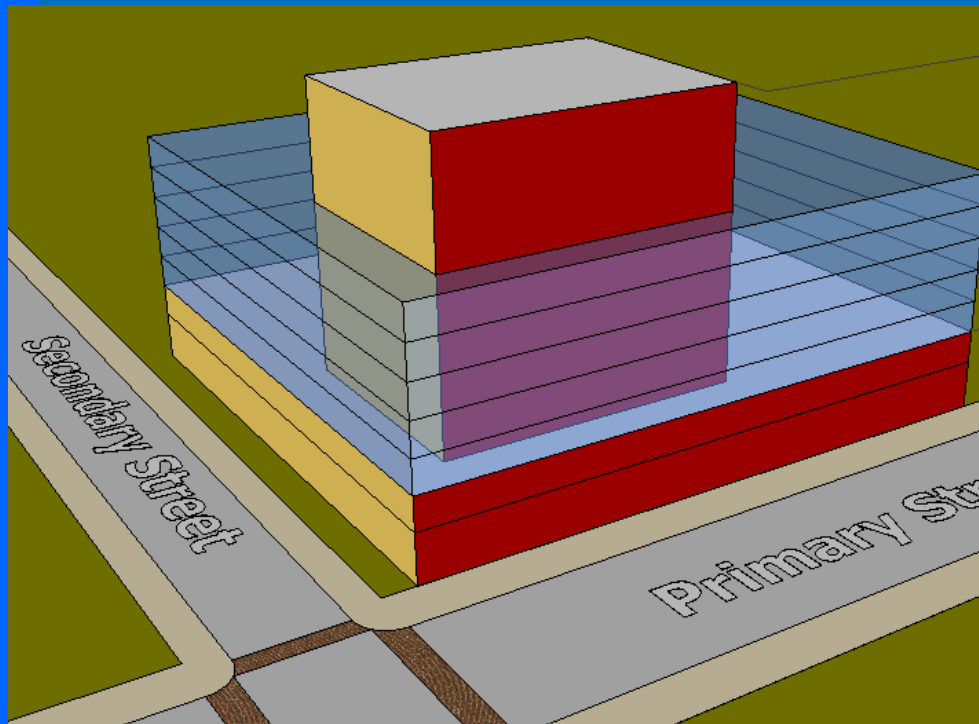
Consistent shoulder heights provide a defined streetwall and maintain a comfortable pedestrian scale.

Minimum

2 stories or 25 ft

Maximum

5 stories or 65 ft



NWRAC-MU Building Design Standards

Buildings do not exceed maximum height dimensions.

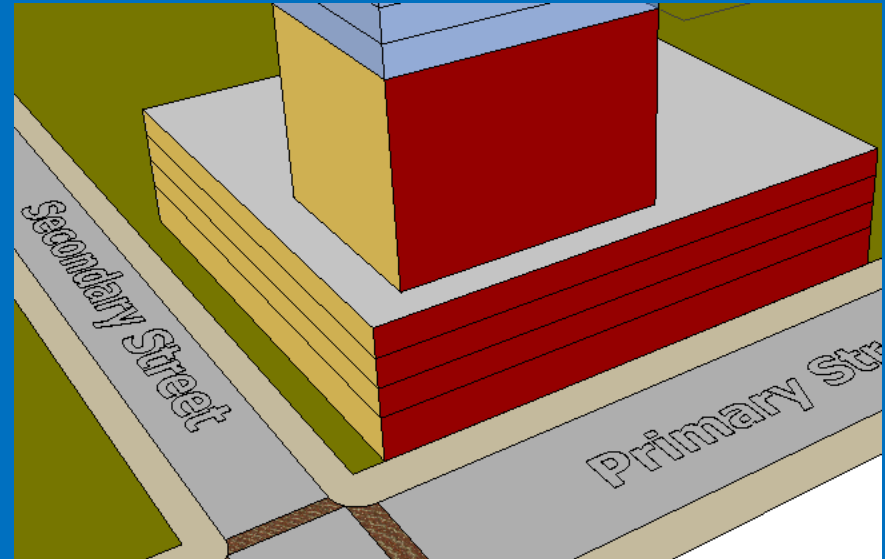
Height may be permitted up to 8 stories, but no higher than 100 feet in the NWRAC-MUe and 5 stories, but no higher than 65 feet in the NWRAC-MUw.

Maximum building height is permitted subject to a Site Plan Level II permit with City Commission approval

Proposed tower(s) in the NWRAC-MUe should not exceed the following standards:

Max. Floorplate:

Commercial	20,000 s.f.
Residential	10,000 s.f.



NWRAC-MU Building Design Standards

Towers do not exceed minimum stepback dimensions and maximum floorplate area.

Min. Tower Stepback	Front	Corner	Side	Rear
Primary Street:	12 ft*	12 ft*	[Dependant on floorplate]	
Secondary Street:	15 ft	15 ft	[Dependant on floorplate]	



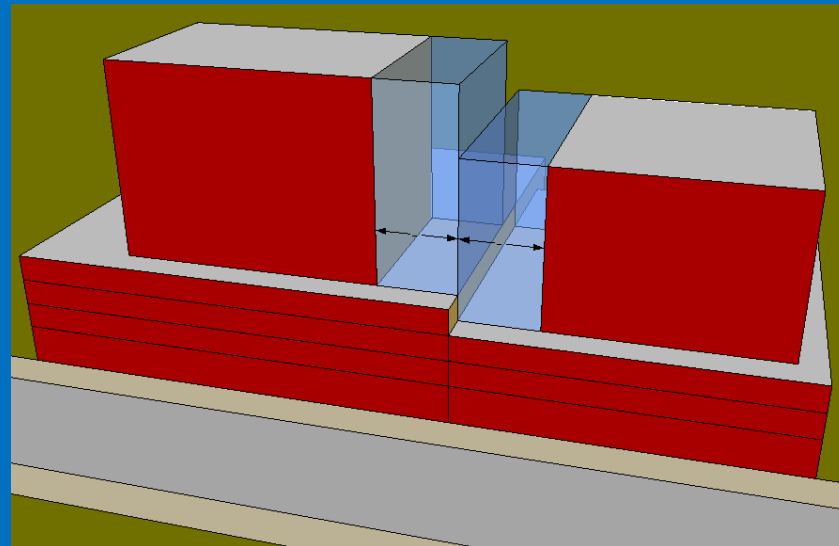
Max. Floorplate / Min. Tower Stepback

Commercial

32,000 s.f.	30 ft side/rear stepback
20,000 s.f.	25 ft side/rear stepback
16,000 s.f.	20 ft side/rear stepback

Residential

12,000 s.f.	30 ft side/rear stepback
10,000 s.f.	25 ft side/rear stepback
8,000 s.f.	20 ft side/rear stepback



NWRAC-MU Building Design Standards

Buildings are of high quality design and construction with an emphasis on durable materials, well thought-out details and careful workmanship.

Encourage high quality materials for the entire building, with a special emphasis on detailing and durability for the first 2 floors. Encourage richer materials, more intensive details and lighting to enhance pedestrian views at the first 2 floors.

Encourage durable exterior materials such as: stone, masonry, metal paneling, pre-cast concrete panels and details, and glass. Avoid less durable materials, such as EIFS, vinyl or aluminum siding, molded plastic or fiberglass details and moldings.



NWRAC-MU Building Design Standards

Buildings with historic value are preserved and utilized for adaptive re-use.

Avoid design of a single building that is meant to imitate the look of multiple older buildings or mimic older buildings in a 'fake historic' style.

- Entire structure should be maintained
- Historic fabric should be restored
- Significant interior spaces maintained
- Existing scale and massing should be respected
- Sensitive, respectful rooftop & adjacent additions are permitted



Implementation Plan Reference

Historic heritage of
Sistrunk Boulevard,
Progresso Village, and the
African American culture.
(NPFHIP 14)

NWRAC-MU Building Design Standards

Architecture responds to the unique nature of the South Florida environment.

- Solar orientation
- Wind direction
- Rain



Pedestrian shading devices, of various types, are provided along the façade of buildings.

Pedestrian comfort and visual interest can be achieved through the consistent use of a variety of shading devices, in conjunction with street trees. Some options include:

- Awnings
- Arcades
- “Eyebrow” overhangs
- Miscellaneous shade structures



NWRAC-MU Building Design Standards

Active and 'extroverted' ground floors with retail are located in strategic locations.

Active ground-floor retail should be focused along the Primary Streets and scattered in strategic neighborhood locations, such as along the edge of a neighborhood 'square'. Ground floor retail is not required for all new development; rather, it should be encouraged in market-supported areas that contribute to a well-planned, interconnected, active streetscape.



Implementation Plan Reference

Front setback requirements represent a desired build-to line.

Some variation is encouraged, but using a relatively consistent front setback from structure to structure helps to define the street edge, reinforce a pedestrian scale, and create a sense of place.
(SB/NE6 2-12)

NWRAC-MU Building Design Standards

The “fifth façade” of a building is treated as part of the total design.

Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof treatments (environmental benefits).

Mechanical equipment, exhaust fans, generators and other similar noise-producing equipment should be muffled and directed away from streets, public spaces, and adjacent properties



Next Steps

April

Incorporate public comment into Draft NWRAC-MU Zoning Ordinance and Design Standards and present to Planning and Zoning Board for recommendation to the City Commission

May

City Commission Adoption

NWRAC-MU

North West Regional Activity Center

Illustrations of Design Standards

CITY OF FORT LAUDERDALE
Department of Sustainable Development